

BEACHED A 71 FOOT WHALE, BUT NOT UNTIL HED TOWED FIVE BOATS FAR OUT TO SEA.

Amagansett Has the Liveliest Kind of a Winter Day With Old Whalers All on the Job—Will Yield 85 Barrels of Oil, Says Expert—Smaller One Caught, Too.

"This is the sad day of one who could not tell a lie: I did it with my harpoon gun!" I heard the skipper cry.

Although it was a Yankee holiday, there was one school that was attending to business yesterday morning. It was a school of whales, and it selected a part of Uncle Sam's rolling back yard that whales properly schooled might have known enough to sail past. That was off the shore of Amagansett, L. I., where there is a settlement of veteran whalers equipped with everything invented to prevent whales growing old enough to spout at the annual banquet of their alumni.

Nobody may know with certainty just how large a school it was that came into view of the watchers in the several towers of the life savers just after dawn. The man in the Amagansett tower saw three, the man five miles to the westward observed four or five, and another spyglass operator five miles further west got a view of several more. Other folks who used the plain glass of the village marching club had still larger visions of the school.

It was a bitter morning, the temperature being close to zero, but if the mercury had burst the bulb it would not have frozen the spirits of the grizzled folk whose chief delight in life is to chase whales. It has been many years since the veterans have been at a killing off shore, and never before has so large a cetacean been seen blowing within less than two miles of the beach.

The first man to run down past the snow capped dunes to the frozen edge of the sea was Capt. Josh Edwards, retired seaman and whaler, still a good hand at an oar, although 78, and tough as a shark's hide and straight as the trident of Neptune. He got a crew of six men, mostly fishermen whose experience as whalers had been in offshore battles near Amagansett, and launched his boat, with harpoon gun in the bow. Capt. Gabe Edwards, brother of Capt. Josh, had his own boat, fitted with a gasoline motor, rushed through the surf, which was five feet tall and covered the old-fashioned fishermen with frozen spray, giving them the aspect of so many Santa Clauses.

Three other crews launched fishing dories and the five boats put after the inshore whale, which was not more than two miles off the beach.

The big boat of Capt. Josh had the lead and kept it. It was clear that the whale was a monster, the biggest ever seen by Amagansett folk, and that he did not seem to care much whether or not all the whaling talent and pluck of the village were after him. His partner, an infant forty footer, apparently got scared and steered a course up the coast. Capt. Josh was within a quarter of a mile of the big one when he breached, waving his flukes in a manner that seemed derisive. But he came up again, and if the skipper had not been so close to civilization and had seen whales more frequently in recent years he might have been tempted to shout "There she blows!" That's what she, or he, did several times.

Then Capt. Josh was within twenty-five yards of the whale he decided to fire the harpoon. He feared that if he delayed longer the big fellow would be frightened by the following squadron of boats and scamper below. The harpoon struck the whale over the lungs. He gave a mighty leap, clearing the surface of the sea and spouting blood, and then vanished head first beneath the boiling sea. The harpoon line went hissing out as the boat bounded off in the wake of the whale. He rose to the surface, heaving the sea about him into surly yesties. By this time all the boats were within a radius of a few hundred feet of the angry whale. He started around in a circle, smashing the troubled surface into geysers whose spray fell in some of the boats, with mighty perpendicular strokes of his flukes. Several times the giant mammal swung around the circle dragging the whaleboat after him like an extra tail.

The other boats had to maneuver rapidly and carefully to escape a stroke of the nose, which would have smashed the stoutest of them to splinters. Finally the men in the following boats decided, to escape possible destruction, to tag on to Capt. Josh's boat.

Painters were quickly passed and made fast from bow to stern and the energy of the whale slackened a bit. He dived repeatedly, and every time he came up he beat the sea into frothy commotion with flashing blows of his flukes. Capt. Josh, who has stood up in the bow of many a boat in the old time and harpooned whales in the old fashioned way, trusting to personal energy, nerve and aim to make a hit, said he had seen whales in many waters, from the Arctic seas to the equator, put up fights for their lives, but that the big fellow he tackled yesterday was the boss scrapper of the seventy-seven seas.

After he had become tired of chasing himself around in a circle he headed for the open sea. He sometimes attained a speed rate of twenty knots, Capt. Josh said, even with his striding of five boats and the propeller of the gasoline launch reversed.

The spyglasses in the towers of three life saving stations were leveled at the procession heading for a foreign shore, and bets were laid that Capt. Josh would make a new record to Queens town. Five hundred people who had heard of the sighting of the whale and the fight had come down to the beach and were making an effort, with field and marine glasses and the naked eye, to see how the battle was going. There was general confidence that Capt. Josh would win before he reached Europe. The whale showed no disposition to turn toward the beach, thus indicating that he might be a foreigner and wanted to go home again.

The observer in the Amagansett tower announced at 11:30 A. M. that the whale had ceased to tow and had become the town. The crowd on the beach received the message from the tower and cheered. The whale was not coming back with the same speed that he went out. It was estimated that the boat was making a mile more than two miles an hour and that they

were ten miles off shore when the whale gave up the struggle. Folks with relatives in this city and in towns and villages along the line of the Long Island Railroad went to the telegraph office and sent messages telling of the capture of the whale and inviting the recipients of the despatches to come out and see the great creature landed.

Many of them came, swelling the crowd to nearly a thousand. There were some in carriages and automobiles, but the majority came in farm wagons and other country vehicles.

The carcass was towed into the surf about one hundred yards west of the life saving station. George H. Mulford, one of the life savers, launched a surf boat, came in with the whaling party and helped to anchor the whale. It was a few minutes after 4 o'clock when this was accomplished with a stout line, one end made fast to a stake on the beach and the other fastened to the nose of the whale. The tide was high, and with every surge the whale rolled as if it were alive. Capt. Josh said he was a great prize and that the whalebone and oil ought to bring about \$2,000. He said it was a right whale and in splendid condition.

The first estimate of the length, while the whale was battling with his slayers, was that he was about ninety feet long. In the great splurging he made in his rage and fear he seemed the biggest cetacean ever. Capt. Josh got a carpenter's tape line and measured him accurately, stretching the line from a boat at his head to another at the tip of one of his flukes. The carcass is exactly seventy-one and a half feet long. The pectoral fins are six feet long and three feet wide at the widest part. When Capt. Josh came to size up the flukes he said they measured five feet of the propellers of a big steamship. The measure fifteen and a half feet across from tip to tip and are five feet the other way, fore and aft.

Lining the mouth of the monster, in which Jonah might have slept with several bed-fellows and still have had some room to spare, is baleen, or whalebone, nearly nine feet deep. Capt. Josh believes that the whale will yield about eighty-five barrels of oil. When the sun went down last evening there were more than a thousand persons looking at the whale, which was almost high and dry, the tide having receded so that the carcass rolled no longer.

The forty-footer, a calf, that went up the coast was sighted off Wainwright, seven miles west of Amagansett, by Capt. Oliver Osborne, also an old whaler with a modern outfit. Two boats went out after the little fellow. He did not put up much of a fight.

An unconfirmed report of a third whale having been killed off the Georgia life saving station, near East Hampton, was denied by the life savers. Capt. Everett Hand of that place shot a harpoon into a whale which got away. He was forced to cut the line, according to a report that comes here, to save his boat. The harpoon did not strike a vital spot.

Capt. Josh's whale will probably be cut up on Monday. The hope of the residents is that an on shore freeze may not set in just after the carcass begins to shriek for antiseptics.

ARRESTED AS BANKER WALKER.

Detectives Take Man at Galveston Who Admits New Britain Connections.

GALVESTON, Tex., Feb. 22.—A man answering the description of William F. Walker, the absconding treasurer of the New Britain Savings Bank, has been arrested by two detectives who followed him and his companion from New York.

The old man says his name is George Copley and that he is a director in the New Britain bank.

His companion gives his name as Henry Noble of Boston.

The detectives followed the two men from New York on a Morgan liner to New Orleans, thence to Galveston.

Copley refused to discuss the Walker case at all. He says the reason he avoids discussing the absconding treasurer is because Walker is a lifelong friend of his.

Copley and Noble are exchanging messages with relatives and friends in Boston and New Britain in an effort to establish their identity and that they have no connection with Walker.

The captain of the Morgan Line steamer told the detectives that he was personally acquainted with George Noble of Boston and that his passenger was not the same man as the one who fled from New York.

HEAVY SUITS FOR THE WRECK.

Expectation That \$1,500,000 Will Be Demanded From the Central Accident.

WHITE PLAINS, N. Y., Feb. 22.—It became known at White Plains to-day that as a result of the wreck of the Brewster express near Bronx Park last week suits for damages aggregating \$1,500,000 will be brought by at least 100 passengers that received injuries and by the relatives of the dead.

Myron B. Evans, railroad president and president of the White Plains Y. M. C. A., who was killed, was drawing a large salary and it is said a suit for \$150,000 damages for his death will be started by his widow.

During the past week White Plains, Pleasantville and other towns where the dead and injured lived have been overrun with claim agents of the railroad trying to settle. A large number of lawyers from Manhattan have been in town trying to get assignments from the various injured passengers to bring suits against the New York Central. Yesterday there were three lawyers at the home of H. D. Elwell of Vallhalla, whose daughter was killed in the wreck.

In two cases it is known where claim agents camped out on the stoop of the home of a prominent man who was killed in the crash and awaited the return of the family from the cemetery and then tried to arrange a settlement with the widow.

May Let Texas Women Vote.

AUSTIN, Tex., Feb. 22.—The House Committee on Constitutional Amendments has reported favorably the proposed amendment to the Constitution which gives women the right to vote.

Will You Help a Suffering Neighbor To-day? The N. Y. Association for Improving the Condition of the Poor needs coal, food, warm bedding, shoes for 2,000 homes in distress. Send 12, 25, 50c, \$1.00, \$2.00 to R. S. Minton, Treas., Room 211, 150 East 25th St.—Ad.

THE "ROYAL LIMITED."

This palatial Pullman train of the Royal Blue Line leaves New York daily at 4 P. M. for its five hour run to Washington. It is the most splendidly equipped day train in the world, with no extra fare. Tickets and Pullman reservations at the New York Office, 222 Broadway, and at New Jersey and Pennsylvania Offices.—Ad.

READY FOR HARRIMAN INQUIRY

COMMERCE COMMISSION LAWYERS HOLD MEETING HERE.

Feel That They Have Wide Powers in Investigating Stock Transactions Affecting Railroad Control—Comptroller of the Alton to Be One of the Witnesses.

E. B. Kallag and C. A. Severance of St. Paul, attorneys for the Interstate Commerce Commission, which meets here on Monday, in the course of a long conference at the Waldorf yesterday made additional preparations for a second excursion to the upper world of finance where, so William Nelson Cromwell said, E. H. Harriman dwells and which the ordinary stockholder may not enter. There participated in the conference a number of men well informed regarding various financial transactions of the Harriman party.

Neither of the attorneys would impart any information regarding the matters discussed at the conference, taking the position that any outline of their investigations would obviously forewarn those about to be investigated.

There are excellent reasons for believing, however, that the commissioners and their attorneys consider that they have gone as far as is necessary into questions of traffic competition and that the investigation to be begun on Monday will for the most part consist of delving into the financial operations of Mr. Harriman and his associates in connection with Union Pacific finances.

Just how much power the commission has in the way of inquiring into stock market transactions has been one of the perplexing questions since the investigation began. It has been greater than the commission's inquisitorial powers are very broad, but there has been a difference of opinion as to whether or not the commission could look into, for instance, such instances of stock jobbing as the reported market operations of the directors in the Union and Southern Pacific dividend scandals of last August.

The commission can investigate anything at all which in any way affects interstate commerce, and a man well informed on the subject yesterday "in the case of Mr. Harriman it would not, of course, attempt to learn anything regarding his private speculations in stocks not connected with the Union Pacific in any way, but if there is any connection, however indirect, between his market speculations and the management of the railroads he controls the commission has a perfect right to find out about them."

It is believed that the commission has the right to know whether money has been loaned by the Union Pacific to any of the directors or persons acting in their behalf; whether they have used money of the Union Pacific or any of its subsidiaries to purchase stocks which later they sold to the Union Pacific at a higher price, and generally whether the heavy stock operations of the Harriman party have been conducted for the purpose of railroad development or of stock market manipulation.

It came known yesterday that C. W. Hilliard, comptroller of the Chicago and Alton, had been subpoenaed to testify before the commission. This was taken as indicating that there would be a rigorous investigation of the management of the Alton by the Union Pacific. Mr. Hilliard is an official of the Rock Island, which came into control of the Alton last fall under the well known agreement for successive management of that road by the Union Pacific and Rock Island. Mr. Hilliard succeeded as comptroller of the Alton, William Mahl, who is comptroller of the Union Pacific.

In one of the early sessions of the commission Mr. Mahl testified to the fact of the agreement between the Union Pacific and Rock Island, but answered further questions regarding the relations between the two roads by saying that the books had passed out of his hands and he could not reply without reference to them. Mr. Hilliard is expected to produce the books and show for the first time in just what shape the Union Pacific turned over the road to the Rock Island.

For many weeks there have been persistent rumors of sensational developments regarding the Alton, and recently these rumors have gained greater credence despite an extreme taciturnity regarding them on the part of the Rock Island party.

"We have nothing to say on the matter," one of the prominent members of the Rock Island group said this week: "Whatever comes out will have to come out through the commission."

It has been assumed in some quarters that the principal matter of investigation regarding the Alton would be the increase of capitalization from \$10,000,000 to \$15,000,000, with no increase in mileage, and the charge that a syndicate formed by E. H. Harriman and Kuhn, Loeb & Co. pocketed some \$7,000,000 by buying bonds at 65 which they sold to the New York Life Insurance Company and others at 90 or thereabouts. This was in 1890, and ascertain the truth of the charge is, no doubt, considered a pertinent matter by the commission.

But if reports regarding the management of the Alton by the Harriman party are to be believed there are many other things which Mr. Harriman and his associates will have difficulty in explaining. Not only is it said, has the road been harmed by overcapitalization and the improper sale of bonds, but especially since the Rock Island acquired an equal interest in it the policy of the Union Pacific party has been detrimental to the Alton. This policy, it is said, has been manifested in trade agreements between the Alton and other Harriman lines, to the great advantage of the latter, in failure to keep up the equipment and general maintenance of the road and in letting it run down in various ways despite the large sums received from the sale of securities.

Mr. Harriman, Otto H. Kahn, Comptroller Mahl and Secretary Miller have held many conferences this week. Men who have been closely associated with them say that both Mr. Harriman and Mr. Kahn, who is the managing partner of Kuhn, Loeb & Co., expect that they will be questioned regarding the financing of the Harriman lines and the various stock and bond syndicates from the time, in 1888, when the Union Pacific was purchased down to the present. They have endeavored as far as possible, it is said, to anticipate the questions of the commission and prepare themselves on every point that is raised.

After all, HARRIMAN'S IN: Speech that made the biggest name.

KINGSTON CABLE DESTROYED.

Cable Companies Report a Sudden Interruption of Communication.

The cable companies reported last night that the cable to Kingston, Jamaica, had been suddenly destroyed as if by an earthquake.

Before this announcement was made T. S. S. received the following despatch: KINGSTON, Jamaica, Feb. 22.—There was a violent shock of earthquake this morning which brought down several of the damaged buildings and caused a panic.

It was the heaviest shock since the earthquake of January 14. No loss of life is reported.

The Jamaica Cooperative Insurance Company, a purely local organization, has now definitely denied liability for losses in the great earthquake. It had been hoped that the local company would take the opposite course and pay the claims against it, thus making a precedent by which to force the British companies to pay. The possibility of securing payments from outside companies is, therefore, more remote.

Lord Frederick Hamilton has arrived to investigate the entire situation and to make a report to the Imperial Government. He is staying at the Governor's house with Sir Alexander Swettenham.

GEORGE E. LOSEY A SUICIDE.

Well to Do Newark Insurance Man Takes Poison and Dies Quickly.

George E. Losey, New Jersey agent of the Fidelity and Casualty Company of New York, committed suicide at his home, 1129 Broad street, Newark, last night. He drank a mixture of laudanum and chloroform and was dead ten minutes after it had become known what he had done.

Losey, who had been a widower, married a young woman from the East three months ago. William H. Williams, his private secretary, lived with them.

Last night Losey stepped into the library and made out a check to Williams for salary due him to date. He then removed a diamond ring from his finger and, taking his gold watch and chain, handed them to Williams as a gift.

Losey then summoned his wife from another room and told her and Williams that he had taken poison. He added that he would have shot himself had Williams's desk, in which there was a revolver, been open. Williams summoned Dr. J. A. Blair, who lives in the adjoining house, and he responded at once, but Losey was breathing his last when he entered.

Neither Mr. Losey nor Williams could give any reason for Losey's act, but it is believed that drink had temporarily unbalanced his mind. Losey recently told a friend that he had money enough to retire. He was a member of several clubs, including the New Jersey Auto Club.

PRESIDENT STARTS FOR BOSTON.

Will Spend To-day at Harvard, Where He Will Deliver an Address.

WASHINGTON, Feb. 22.—The President and Mrs. Roosevelt, accompanied by Mr. and Mrs. Nicholas Longworth and Miss Ethel Roosevelt, left Washington this afternoon to visit the President's sons who are at Harvard and Groton. The party travelled in a private car attached to the regular 535 express train on the Pennsylvania road. The train is scheduled to reach Boston early to-morrow morning.

The President and his wife will spend to-morrow at Harvard and Mr. Roosevelt will deliver an address before the Harvard Union to-morrow afternoon. In the evening he will attend the initiation of Theodore, Jr., into the Porcellian Society. On Sunday they will visit Kilmorroe castle at Groton School and will leave for Washington that evening, arriving Monday morning. Mrs. Longworth will visit her grandmother, Mrs. Leo, at her home in Brookline.

The Federal Express, with the Roosevelt private car Magnet attached, reached Jersey City at 11:45 o'clock, forty-five minutes late. The loss of time was caused mostly by locals blocking the track between Philadelphia and Jersey City. The Magnet was taken on the transport Maryland to Mott Haven. A small army of Jersey City policemen were out at the Pennsylvania station, but all that had to do was to beat down the crowd to keep warm. The Presidential party had all retired for the night when the car reached Jersey City.

JACKSON FOR CHEAP GAS.

Attorney-General Will Take Charge of Pending Litigation.

ALBANY, Feb. 22.—Attorney-General Jackson announced to-night that his office would from this time on personally charge the important litigation pending in the courts regarding the authority of the State Gas Commission to reduce the prices charged for gas and electricity in Syracuse.

The investigation made by the State Gas Commission into the complaint of the Mayor and citizens of Syracuse against the Syracuse Lighting Company, asking a reduction in the prices of gas and electricity supplied to consumers in that city, was first started by the State commission. The decision of the commission has never gone into effect because the gas company obtained a restraining order from the courts and the litigation over the matter is still pending.

Attorney-General Jackson to-day notified Walter W. Magee, Corporation Counsel of Syracuse, who has had charge of the litigation for the State Gas Commission, that he had decided the complaint against the Syracuse Lighting Company should receive his personal attention and that the case would be conducted hereafter from the Attorney-General's office.

YALE FRESHMEN WIN FIGHT.

First Class Battle Under New Rules Goes to the Youngsters.

NEW HAVEN, Feb. 22.—The first Washington's Birthday fight between Yale freshmen and sophomores under the new rules went to a finish this morning on the campus. The freshmen won.

The new rules which governed the rush this year provided that the class that had the most hands gripped on the fence rail between two designated posts painted white would be declared the winner at the expiration of a specified period.

The only weapons permitted to the sophomores were bamboo canes.

Barnett's Extract of Vanilla Prepared from selected Vanilla beans, warranted.—Ad.

NEARBY FLORIDA LIMITED LEAVES N. Y. daily 12:15 P. M. and 9:25 P. M. Seasonal Office, 1153 E. 9th St. N. Y. R. R. office.—Ad.

HUGHES ON BUSINESS WRONGS.

SPEAKS FOR A SQUARE DEAL FOR BUSINESS MEN.

Says Time Has Come When Favoritism and Discrimination of All Sorts Must Cease—Declares Business Men Are Honest and Want to Work on the Level.

DETROIT, Feb. 22.—The principal speaker at the Detroit Board of Trade this evening was Gov. Hughes of New York.

Mr. Hughes informed his audience that his talk would be informal, but his discussion drifted into the duties of business men toward the State and of the Government toward the people.

He said the time had come to take action against greed and monopoly. He spoke in part as follows:

"We have great opportunities in this country for the development of State governments. There are many questions arising that are purely local in character and therefore must be locally dealt with."

"I believe the great mass of business men would rather do business on the level than in any other way, and on this account I pay no attention to the idea that business men are the enemies of the people or foes of the Government."

They desire to see an honest administration of public office. The trouble has been in the past that ambition has overleaped itself. Public interest has not been properly regarded, but when it was called to the attention of the people and practices that were condoned in secret were brought to light, prompt action was taken and the mighty weight of public opinion crushed out the wrong.

"They desire above all things to see business unfettered by unjust discriminations. The average business man wants to make sure to secure power or pull shall be able one to get his goods to the seaport at rates through favoritism or rebates that will give one an unjust or undue advantage over his fellow worker in the field of commerce. Such practices must stop. It has been determined that this shall not go on."

"There may be a question raised as to whether it is wise to go as far as 'this' or 'that' in the matter of regulation, but all are agreed that unfair practices must be stopped. The only question about which we are differing is as to what is the best way to stop it."

"I have great faith in the high ideals of Americans. The average American is the man you meet in the street car, at your club, in your office, in the field of labor, and he is a very decent sort of fellow, honest and clear."

"It is fortunate that the great problems we are called upon to solve arise at a time when all are prosperous, when employers are seeking for men, rather than in times of business depression, and it is important that the business men of the country shall rise to the occasion and see that an adequate solution of these problems is arrived at before there is crop failure or a change in our present prosperous condition."

"I believe, in looking into the future, that we can be sure of many things. One is that no man shall be deprived of the initiative that has made this country so great. Every public enterprise, every enterprise that seeks a privilege from the public, must square with the public's needs and recognize its public obligation."

"Thought and action along these lines will save us from many a sad day. We must draw the line as to where greed must stop and the people be protected. Those who will not properly serve the people from whom they receive their revenues are enemies of the commonwealth, sowing the seeds of discord that will harvest horror."

"The patriots of the country to-day are not those who will respond to a call to arms, the patriots of war, but the patriots of abstinence, self-abnegation and the willingness to sacrifice something for the public weal in this time of peace."

"Recognizing the need of Government intervention in public business enterprises, every public officer must act upon the square, must square his course with fearlessness and justice, and there must be square dealings in every department of the government of the State. What we demand from others we must give ourselves."

The great room rang with the applause at the conclusion of Gov. Hughes's remarks and he was interrupted several times by the clapping of hands. Before he could sit down the entire company was on its feet giving three cheers for the fearless Governor of the State of New York.

TWENTY-ONE MEN BREAK JAIL.

Prisoners Break Down Turnkey and Walk Out in Daylight.

DOVER, Del., Feb. 22.—Twenty-one prisoners from the old Kent county prison broke jail in broad daylight at 5 o'clock this evening.

The delivery had been carefully planned. The prisoners were out for exercise in the corridors. Philip Shepard, who shot a magistrate and a constable at Kenton, with a short arm swing knocked Turnkey John Hartnett to the floor unconscious. Shepard and Oliver Page, the murderer of Martha Rochester, took the keys from his pockets.

Page and Henry Knapper, who incited the camp meeting riot in which George Jackson was killed, unlocked the outer door. Ira Tuff and William Fisher shouted the news along the upper corridors, and all of the twenty-one men out for exercise walked away.

Capt. Satterfield's military company was soon called out. They fired into a group which they had surrounded in a thicket near Baker's Landing, and captured Henry Knapper. They had put four bullets through Knapper's hat. The search for the others is still on.

COMET SCARE STORY.

Italian Scientist Said to Think the World's in Danger From Fery Tail.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Feb. 22.—A despatch from Rome to the Daily Mail reports Prof. Matteucci of the Vesuvius Observatory as saying that toward the end of March the substance of the new comet discovered by Marchetti will come in contact with the earth's atmosphere, with consequences probably dangerous to the world. His brother is of the same opinion.

The danger may be brief, although even then it necessarily will be acute. If the earth comes into collision with the comet's tail the earth's atmosphere may possibly cause ignition and life would be destroyed.

Prof. Matteucci adds that important phenomena are to be expected as the result of the recent big sun spot.

P. R. R. FLYER WRECKED.

Three Cars Jump Track at Southwick, Pa.—No One Killed.

ALTOONA, Pa., Feb. 23.—The eighteen hour Pennsylvania flyer, westbound, which left here forty-six minutes late, was wrecked at Southfork, six miles from Johnstown, at 11:48 o'clock last night.

The locomotive and combination smoker and passenger coach left the rails but kept on the track. The two Pullmans and an observation car rolled down an embankment into the Conemaugh River, which is very shallow.

Information received here makes it certain that no one was killed or seriously injured.

The train carried fifty-four passengers when it went through here.

ANGRY AT TURKISH EVASIONS.

Mr. Leishman Suspects Yildiz Plotiers of Working Against Mission.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Feb. 22.—The Constantinople correspondent of the Times represents that the patience of Mr. Leishman, the American Ambassador, is exhausted by the Porte's non-fulfillment of its repeated promises regarding the rights and privileges of American missionary establishments in Turkey. He makes it known that he can no longer tolerate the way in which the American schools and hospitals are being obstructed.

Despite the formal assurances given to him he is more determined to take a strong line, as he is convinced that the difficulties are not due to the Sultan or his responsible advisers, but to certain members of the Yildiz camarilla, whose interference he resents.

R. A. C. SMITH SHAKEN UP.

Car He and J. F. Gibbons Were Riding In Smashed by Electric Hansom.

A closed cab containing R. A. C. Smith, president of the American Mail Steamship Company, and John F. Gibbons, president of the American Agricultural Chemical Company, was hit by an electric hansom at Madison avenue and Fifty-fourth street yesterday afternoon and just about demolished. Mr. Smith and Mr. Gibbons escaped injury but were badly shaken up.

The electric hansom was going east through Fifty-fourth street and hit the cab about amidships, driving it across the street against the curb. The cab didn't overturn. John O'Neil, its driver, was thrown to the pavement and severely bruised. William Townsend, the driver of the hansom, also got a header but he came up without a scratch. He was arrested on a charge of intoxication on the complaint of O'Neil. Two wheels of the cab were smashed, both doors and all the windows broken and one side jammed in. The electric hansom belonged to the New York Transportation Company.

SMALLPOX IN LEGISLATURE.

Member of Missouri House "Break